

builders and their foremen. By such association prejudices were removed; an excellent and mutual understanding insured; and all connected with the building trades might be led to become indeed one people—one community. Such was the laudable and noble spirit of our times in general, and to the honour of Prince Albert be it said, that this spirit of true union and sympathy had been so warmly taken up by him. Let them lay aside class interests and become one family of labourers, living by the sweat of their brows, as they all did: and the bread of industry was as sweet at the workshop bench as on the prince's table. He was certain nothing was nearer to the hearts of those around him than to see an institution like this in a flourishing state. The professor then paid a merited compliment to the chairman, Mr. W. Cubitt, pointing to him as an example of that elevation of position and respect in high places, attainable in this country by honourable industry and integrity.

Mr. Rennie also addressed the meeting in a like spirit with Mr. Cockerell. He would fain hope to see an end to all isolation, and the establishment of an intimate amalgamation and union of masters, foremen, and operatives.

The meeting was afterwards addressed by Mr. Thomas Piper, who responded, in an excellent speech, on the part of "the builders," to a toast proposed by Mr. Cockerell. We are most anxious, said he, to give you (the foremen), as far as possible, the benefit, not only of our counsel and advice, but of our purse too. We sympathize with you in all your efforts to provide for yourselves. But our co-operation depends on the manner in which you yourselves enter on a provident course. Come forward, do something for yourselves, and we will also do all we can for you. I have often said behind your backs what I now state to your faces. No class in this metropolis is entitled to more respect than builders' foremen. The great object of our meeting to night is an amalgamation of classes. We are all elements of a common system. I trust the kindly feelings now being elicited, will continue, and that we shall have opportunity to state, face to face, what we feel from day to day, and hour to hour. Let me remind you once more that we are ready to help, but that the matter rests in your own hand, and depends upon your own union.—Yes, this is a union that is a right one—a union of citizen with citizen, of Christian with Christian, of Briton with Briton.

The Chairman, in replying to his own "health," said, the builder's foreman held an important position between the builder and the workmen on the one hand, and the architect and the employer of all on the other. Great tact and discretion were required in the exercise of his duties to enable him to draw the line of justice and duty to all. As for the contractor, he intrusts his foreman with his honour; for if his work be bad the master loses his position in society and in trade. The foreman who possesses a thorough good understanding of his business is a man of no ordinary character, and entitled to no ordinary approbation. The chairman then gave as a toast, the honorary stewards and honorary members, coupled with the name of

Mr. Taylor, who, in responding, said he had predicted, after the meeting of last year, the success which would follow. All now seemed to unite in the desire to promote so good a cause. The vice-president of the present meeting, Mr. Henry Lee, he had some reason to believe, would be their next chairman, supported, perhaps, by Mr. Piper.

Mr. Lee's health was then proposed, by the chairman, and responded to by Mr. Lee, who in turn agreed to preside, and proposed "The Governors and Officers of the Institution," to which Mr. Joseph Key, foreman, sensibly responded.

The Chairman then proposed with eulogy, "Success to THE BUILDER," coupled with the name of Mr. Godwin, to whom, he was good enough to say, he thought the institution owed something.

Mr. Godwin, in replying, made some observations in disproof of erroneous notions touching capital and machinery; and the meeting soon afterwards broke up.*

THE LATE DR. POTTS.—The inventor of the hydraulic pile driving process, and other mechanical inventions, expired at his house in Buckingham-street, Strand, on 23rd ult. Dr. Potts belonged originally to the medical profession, but, by inclination, even from school-boy days, and while a class-fellow with the present Premier and the Duke of Bedford, he appears to have devoted himself to mechanical and engineering pursuits. His name, however, will be most closely associated for the future with the ingenious process for driving piles, to the progress of which we have occasionally referred, especially in a leading article in a late volume of THE BUILDER.

* We will not omit to record the liberality of the proprietors of the London Tavern, Messrs. Bates and Co., who, at the close of the meeting, presented a donation of ten guineas to the funds of the Institution.

Books.

The Annual of Scientific Discovery: or, Year-Book of Facts in Science and Art. With Lists of Publications, Patents, Papers in Scientific Journals, &c. Edited by D. A. WELLS, of the Lawrence Scientific School, Cambridge, and G. BLISS, Jun. Boston. Gould, Kendall, and Lincoln, Washington-street. 1850.

MR. TIMBS will doubtless be pleased to find his "Year-Book of Facts" now the parent or prototype of a worthy and valuable transatlantic perennial which has just sprung up at Boston, U. S. Though honourably admitted to be based on it as its exemplar, this is by no means a copy, and indeed, though also a compilation of the new facts of the year, there is much difference in detail, with a few peculiarities on the part of the American work, such as the admission of some original matter, or details not previously printed, and the rearrangement or narration of others in the words of the editors themselves. But were we asked to decide which of these concurrent year-books is the best, we could only reply, perhaps, with strict propriety and conscientiousness, that both are best: There is more foreign matter in the Boston book, more British in its prototype: both, be it noted, quote THE BUILDER, though, as might be expected, in the latter only amongst the multiplicity of other "foreign" works, and therefore to but a small extent. The work under notice is typographically and otherwise well got up, and quite in the English style.

Chambers's Papers for the People. Vol. I. Edinburgh. W. and R. Chambers. 1850.

THE Chamberses are a singular compound of enterprise and prudence: they seldom or never fail in a sagacious calculation of the wants of "the people," and a prompt and successful administration to these wants. We only hope that, in the present instance, they have not over-estimated the maturity and richness of the mental soil in which they now are busy sowing these fruitful seeds of suggestion and improvement. "The People," however, is a most comprehensive title, albeit a somewhat heterogeneous one; and doubtless it comprises thousands—tens of thousands—by whom such pabulum will be appreciated. Having an eye to the junior class of our own more select readers, we may direct their attention to an interesting collaboration of the main features of the contributions of antiquaries, archaeologists, and tourists, on "The Sepulchres of Etruria." This little volume is very showily got up in polished ornamental bordered boards, so that "The People" would require to have clean fingers for its perusal: all—even this—however, will tend, not a doubt of it, to transmute "the great unwashed" into "the great washed," a consummation itself devoutly to be wished, for cleanliness is next to godliness in human nature.

Electric Telegraph Manipulation. By C. V. WALKER, Superintendent of the South-Eastern Railway Telegraphs. Illustrated. London: Knight and Sons, Foster-lane.

So far as we are competent to judge, this little pamphlet appears to embody all that is necessary to enable any tyro to handle the electric ganglia and nerve-conductors of the country, and certainly much that is interesting to all, whether with such an object or not.

DESTRUCTION AT ST. BARTHOLOMEW'S, SMITHFIELD.—Permit me to direct the immediate attention of all lovers of mediæval art to the remains of a cloister appertaining to the Church of St. Bartholomew the Great, West Smithfield, built by Rahere,—the last few vestiges of which are gradually disappearing. The very ornamental and elaborate stone bosses have been sold, and ecclesiastic tiles given away, and the remainder of the former are being transformed into stone bases for the modern barbarian. I question the right of the party thus dealing with the sacred relics of this priory; and I think it is to be deeply deplored that links like these—and there are not too many—should be scattered abroad, and before even drawings are made of them.

W. P. GRIFFITH.

Miscellaneous.

INSTITUTION OF CIVIL ENGINEERS.—On Tuesday, April 2, the discussion upon Mr. Thorneycroft's paper "On the Manufacture of Malleable Iron, and the Strength of Railway Axles," was renewed. The paper read was a "Description of a Lift Bridge, erected over the Grand Surrey Canal, on the line of the Thames Junction Branch of the London, Brighton, and South Coast Railway," by Mr. R. J. Hood. This consisted simply of a rectangular platform, 23½ feet in width, and 35 feet in length, carrying on one side a line of rails, and on the other side a roadway for carts; it was formed of four beams of oak timber, undertrussed with wrought-iron rods and cast-iron saddles, those for carrying the rails (which were bridge-shaped) being stronger than the others, and having a flooring of three-inch planking: the platform rested, when down, upon piles driven into a bed of hard gravel, met with at a depth of about twenty feet below the water line. The platform, which was about 12½ tons in weight, was suspended at the four corners, by galvanized wire ropes, 4 inches in circumference, attached to the end of each oak transome, by means of strong bow springs, and passing over pulleys, fixed on four pairs of cast-iron standards, also supported on piles, and fastened at the other end to drums, 3 feet in diameter, each pair of which were keyed on to the same horizontal shaft, situated a few inches under the rail and road level. Upon the same shafts there were also fixed six other drums, of a like diameter with the former, carrying, upon coils of wire rope, 2½ inches in circumference, balance weights, of a total weight of 12½ tons, but not equally distributed, intended to assist in raising the platform, and which descended in cast-iron cylinders, or wells. Motion was given to one end of each shaft, by means of simple hand-gearing, consisting of a train of wheels and pinions, by which the power was multiplied twenty-six times.

THE IRON TRADE, &c.—At the preliminary quarter meeting of the South Staffordshire trade, held on Thursday in last week, it has been resolved, notwithstanding some misgiving and much despondency, not to further reduce the nominal rates, as some had resigned themselves to do. The trade was quite inactive, and without the slightest prospect of a rise; but it is the opinion of parties interested in the sustenance of prices, that the resolution come to "will be faithfully adhered to during the ensuing meetings, since, though it would be rather difficult to reduce these prices to definite figures, they have already been modified to meet the peculiar circumstances of individual firms."—The steel trade and Sheffield trades generally are said to be progressing towards a condition of fair employment and wages, as well as fair return of profits. There is now, beyond those employed at this time last year, an increase of hands at work in Sheffield of

595 in the file trade, in all its branches.

98 " saw trade.
182 " table-knife trade,
77 " edge-tool trade,
93 " spring knife trade.
510 " various other trades.

1,555

—At the meeting of the Iron, Hardware, and Metal Trades' Pension Society, held on Wednesday in last week, it appeared in the report that the balance in hand in 1848 was 374.11s. 9d., and that the receipts were, during the year, 1,255.9s. 10d.; expenditure, 1,122.7s. 2d. Viscount Lewisham, M.P., has consented to take the chair at the annual meeting to be held in course of the present month.

STONE-PAPER, OR FIRE-PROOF THATCH.—Messrs. Ehart, paper-manufacturers at Neustadt, Elberswold, are said to have recently invented an incombustible cartridge-paper for roofing, which is neither fragile nor expensive. The Royal Commission on Buildings have tested its properties, it seems, and reported it as both impermeable and fire-proof.

CITY IMPROVEMENTS.—The site of the Cross Keys Hotel, in Gracechurch-street—pointed to by a correspondent not long since as offering opportunity for improvement—is advertised for sale, we observe, on the 11th instant.